

NEWS BY THE AUSTRALIAN MAIL.

MELBOURNE, April 27th.
The Victoria Racing Club has adopted a resolution in favor of the total ban.

NEWCASTLE, April 27th.
The barque *Admiral* has been stranded near Newcastle. All hands got ashore safely.

ADLAIDE, April 28th.
The Federal Convention concluded its sitting on Friday last, having passed the Commonwealth Bill. The Convention will meet again at Sydney on the 21st September.

BRISBANE, April 28th.
A German farmer named Mondorf, at Crowsley, attacked his wife with a hoe, and inflicted injuries which are expected to prove fatal.

BRISBANE, April 27th.
The contingent of Queensland Mounted Infantry recently selected to represent the colony at the forthcoming Jubilee celebrations in England left Sydney for London on Saturday, together with the team of fifteen to take part in the competitions at Bielefeld.

Owing to the severe drought, cattle are perishing on the stations in the Central districts, and station owners are sending a deputation to Brisbane to urge some modification of the quarantine regulations so as to permit clean cattle to travel.

COOKTOWN, April 28th.
Captain Steele, of the schooner *Isaiah*, reports that at Dushi (New Guinea) about a hundred natives are being starved and no stores are obtainable, as the natives cannot be induced to carry stores to the beach, which is about eleven miles away, and Governor MacGregor will not allow the importation of mules from North Queensland. A general exodus of the miners is expected.

LONDON, April 28th.
The Greek populace are furious at the King for having meddled in the campaign and appointed his courtiers to the chief naval and military commands, and exclaimers are persistent in their demand for the recall of the royal prince.

Several shops at Athens have been pillaged, and grave fears that a revolution will occur are entertained. The whole nation is clamoring for a supreme effort to be made to regain possession of Thessaly.

Lord Wolsey, the British Commander-in-Chief, states that 10,000 additional horses are required for the army, and fifteen officers are to be sent to Argentina to make the necessary purchases.

LONDON, April 29th.
Further details of the Greek crisis show that numbers were slain in the rush, and that their officers fled the fight.

The war correspondents of the leading papers declare that the "core" exceeded the worst horrors within their experience.

SYDNEY, May 4th.
Butler, the notorious Glenbrook "terror," has been brought up at the Police Court, Sydney, for the Glenbrook murders, and after the evidence of the prosecution had been taken he was committed for trial. The date for the hearing of the case will be the 31st May.

Butler has settled himself down in gaol, and is busy preparing his defence.

The miners at Newcastle are asking for a conference with the colliery proprietors to adjust the rates for hewing.

ADLAIDE, May 4th.
The Treasurer of South Australia says that to all the colonies the Commonwealth Bill will be accepted in each branch of the Legislature if Queensland will come into the second Convention.

LONDON, May 1th.
The Budget presented by the Chancellor of the Exchequer shows that there is a surplus of over £4,000,000 for the year.

The London wool sales opened on Tuesday. Prices were irregular, ranging from per to a decline of 100 per cent as compared with the closing rates at the March sales.

An earthquake and tidal wave is reported from the West Indian island of Montserrat, Guadalupe, and Antigua—hundreds of lives being lost.

SYDNEY, May 22nd.
The drought in the Western portion of New South Wales is becoming very serious, and large numbers of stock are perishing.

MELBOURNE, May 6th.
The Victorian revenue for the ten months of the current financial year shows an increase of £100,414.

REUTER CORRECTED.

The following letter is published in the *Singapore Free Press* of 13th May:—

Dear Sir,—In your issue of April 14th last, you published a telegram by Reuter under the heading: "A Grand Duke's Suicide," to the effect that: "The Grand Duke of Mecklenburg-Schwerin has committed suicide at Cannes. He had been painfully ill and leaped over a high bridge."

As there is no foundation in this report, the Grand Duke having died in his bed surrounded by his family, I beg to request you to correct this statement which is injurious to the memory of His Royal Highness himself, and to the reputation of those to whose care the patient had been entrusted.

The following is the official report on the death of His Highness:—

"In consequence of having suffered from insomnia at night, the strength of His Royal Highness sank to such a degree that paralysis of the heart put an end to life. The Grand Duke died at last hours unable to leave his bed, and fell asleep in the presence of his august family."

I have the honour to be, Dear Sir, Your Obedient Servant, H. EICHLE, Consul for Germany.

13th May, 1897.

[The message received here was dated 13th April and read as follows:—"The Grand Duke of Mecklenburg-Schwerin has committed suicide at Cannes. He is suffering from a painful illness and leaped from a high bridge." Ed.—H.K.T.]

ALLEGED JAPAN COAL RING.

Singapore, May 19th.
The average annual output of coal in Japan for the past five years, it is alleged, was no less than 4,300,000 tons. In 1895, some 1,844,000 tons were exported to foreign countries, while in 1896 the quantity had increased by 15 per cent. over that of the previous year. It is quite evident, however, that sales of Japanese coal have been so extensively effected because the prices are low. One point to be considered is the decrease in the present output which has been followed by a continual rise in prices. It seems that the inconvenience has been severely felt in the Eastern markets, and telegram after telegram has been received from Hongkong for the supply of Japanese coal. Although Japanese coal can be sold at the present high prices the output has now so decreased that even one-half of the demands from abroad cannot be met. It appears, however, that the decrease in the output was caused not by want of material but by the owners of mines who have formed a ring to restrict the output.—*Straits Times*.

LAND REGULATIONS IN FORMOSA.

FOREIGNERS' RIGHTS LIMITED.

For the translation of the following Regulations with reference to the sale or letting of real estate to foreigners in Formosa, issued by the Governor-General, we are indebted to the *Japan Mail* of 10th May:—

Art. I.—The sale, granting, transferring, mortgaging or pledging of land to foreigners is not permitted.

Art. II.—Beyond the limits of the space allotted for purposes of mixed residence at the open ports, it shall not be lawful to rent houses or lands to foreigners or to sell, grant, transfer, mortgage or pledge houses to them. Provided that foreigners in the employ of the Government or of the people may rent houses outside the settlements by permission of the Governor-General.

Art. III.—Persons desiring to lease houses or lands to foreigners within the limits of the foreign settlements, or to sell, grant, transfer, mortgage or pledge houses to them, or, as provided in the last clause of Art. II, to rent houses to them outside the limits of the said settlements, must first report the matter to the local Governor of the district and obtain his permission. The same provision shall apply to ceding to foreigners the power of sub-letting.

Art. III.—Any violation of Art. III. shall involve a fine of from 2 to 25 yen.

WHY GERMANY REQUIRES A LARGE FLEET.

The *Journal of the Royal United Service Institution* for March publishes an important article on "German Naval Policy and Strategy," by Captain Baron von Lüttich, of the German Grand General Staff. It is a frank exposition of the reasons why Germany needs a fleet, and a large fleet. There are several such reasons, with some of which we need not concern ourselves, but two are of great importance—in the first place to England, and in the second place to the United States of America.

The Americans have been making a good deal of late about the Monroe doctrine, and if their press and public men are to be believed, they have required that never, under any circumstances, will they permit any European power to establish itself on the American continent. They will find, from Captain Baron von Lüttich's paper, that Germany has high authority at her quarters have their eyes upon South America, and are advocating the increase of the German Navy in order to be able to strike terror into the Western hemisphere. Captain Lüttich says:—

Lossing annually as we do a number of our surplus population, the acquisition of agricultural colonies in a favorable climate is a question of national life and death. In the last century we were too late to partake of the general partition. But a second partition is forthcoming. We need only consider the fall of the Ottoman Empire, the isolation of China—that new India of the Far East—the unstable condition of many such American States, to see what opportunities we have. In order not to miss them this time we require a fleet. We must be so strong at sea that no nation which feels itself safe on our military power may dare to overlook us in partition negotiations, and there is no time to be lost. We cannot stir up a national war for every little piece of ground we want in distant countries, however important its acquisition may be to us.

The armed strength and state of preparation of Europe, as being nearly equal, the second partition will probably be a peaceful one. But our right to more extended colonial empire is sure to be ignored if we do not possess the naval strength by which eventually such colonies could be taken and held.

TO CARRY OUT A "GRASPING" COLONIAL POLICY.

So much for what relates to our American kinsfolk. Now for the menace more directly addressed to ourselves. Captain Baron von Lüttich says:—

History shows us that every Government requires an active foreign policy to give fresh impulse to the energies of its people, which otherwise might easily find vent in internecine quarrels, and to give them a united object. We shall naturally arrive at a "grasping" colonial policy, and in doing so England will always stand in our way. The English nation is, in accordance with its national disposition and development, extremely sensitive in regard to any agreement on politico-trading ground. Mahan shows how the strongly opposed and coerced Holland, Spain, and France in succession. She has already recognized in Germany her most dangerous rival. Perhaps in the minds of both these nations an idea prevails that the existence of German power can only be seriously endangered by those of like blood. Little Holland has given England more to do than mighty France.

In any case an increasing bitterness against us Germans is perceptible in Great Britain. This is doubly dangerous in a country whose Parliamentary liberty of speech is its form of Government, and where the Government easily becomes the shuttlecock of public feeling.

How long will a peace policy last? Decision and tenacity form the basis of the English character. The British nation has its object in view, and anything else. Once he has recognized in us a really dangerous rival, he will make friends with all other nations, and eventually fight us. It is attributable to our generally favorable political situation that the differences of opinion that existed between us were peacefully adjusted. England will seek to isolate Germany, and then, on the pretext of some point of dispute arising naturally, or artificially brought about, another flying squadron will put to sea, or in any distant ocean some captain ready to take the responsibility will be found to give the first shot. Great Britain has never been in want of such men.

No trust can be placed on alliances or political combinations to set against the danger from England. Such are soon dissolved, and other States besides France would be glad to see the politico-mercantile rival humiliated.

TO COVER THE INVASION OF ENGLAND.

Our own good right hand and a strong fleet can alone help us. This will have to protect our Baltic harbours and seek out the hostile fleets, while our fleet of transports is crossing over to the Island Kingdom.

In the English danger we have an indication of the necessary dimensions of our fleet. Mahan says it is not necessary to be equal to all opponents. It will be sufficient to be able to defeat the strongest of them under favourable circumstances.

One Navy must be so strong that after the withdrawal of the cruisers sent to watch foreign coasts, it can successfully cope with the English squadrons which may be in home waters.

It depends on this, for, in the first place, England will not, under present political circumstances, be able to denude other spheres of interest of war-vessels; and, in the second place, at the very outset of the war it would come to quick, and probably decisive, blows being any distant fleet could take part in the fight.

Only when we have a fleet strong enough for this shall we be safe from oppression.

AMERICA AND THE TEA TRADE.

We are indebted to Dr. Ed. Bodice, late U.S. Consul at Amoy, now of Philadelphia, for the following copy of an Act to prevent the importation into the United States of impure and unwholesome tea.

THE IMPORTATION AND INSPECTION OF TEA.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That from and after May first, eighteen hundred and ninety-seven, it shall be unlawful for any person or persons or corporation to import or bring into the United States any merchandise as tea which is inferior in purity, quality, and fitness for consumption to the standards provided in section 3 of this Act, and the importation of all such merchandise is hereby prohibited.

Sec. 2.—That immediately after the passage of this Act, and on or before February fifteenth of each year thereafter, the Secretary of the Treasury shall appoint a board, to consist of seven members, each of whom shall be an expert in tea, and who shall prepare and submit to him a standard sample of tea; that the persons so appointed shall be at all times subject to removal by the said Secretary, and shall serve for the term of one year; that vacancies in the said board, occurring by removal, death, resignation, or any other cause shall be forthwith filled by the Secretary of the Treasury by appointment, such appointees to hold office for the unexpired term; that said board shall appoint a presiding officer, who shall be the medium of communication between the board and the collector of the customs at each port of call; that such members of said board shall receive as compensation the sum of fifty dollars per annum, which, together with all necessary expenses while engaged upon the duty herein provided, shall be paid out of the appropriation for "expenses of collecting the revenue from customs."

Sec. 3.—That the Secretary of the Treasury, upon the recommendation of the said board, shall fix and establish uniform standards of purity, quality, and fitness for consumption of all kinds of teas imported into the United States, and shall procure and deposit in the custom House of the port of New York, Chicago, San Francisco, and such other ports as he may determine, duplicate samples of such standards; that said Secretary shall procure a sufficient number of other duplicate samples of such standards to supply the importers and dealers in tea at all ports dealing in the same at all times, or merchandise described as tea, of inferior quality, and fitness for consumption to such standards shall be deemed within the prohibition of the first section hereof.

Sec. 4.—That on making entry at the Custom House of all teas, or merchandise described as tea, imported into the United States, the importer or consignee shall give a bond to the Collector of the port that such merchandise shall not be removed from the warehouse until released by the Collector, after which he shall be examined with reference to its purity, quality, and fitness for consumption; that the purpose of such examination samples of each line in every invoice of tea shall be submitted by the importer or consignee to the collector, together with the sworn statement of such importer or consignee that such samples represent the true quality of each and every part of the invoice and accord with the specifications therein contained; and in the discretion of the Secretary of the Treasury, such samples shall be obtained by the collector from the importer, or by the standards established by this Act; and in cases where said teas, or merchandise described as tea, entered at ports where there is no qualified examiner as provided in section 7, the consignee or importer shall in the manner aforesaid furnish under oath a sample of each line of tea to the Collector or other revenue officer to whom is committed the collection of duties, and said officer shall also draw or cause to be drawn samples of each line in every invoice, and shall forward the same to a duly qualified examiner as provided in section 7.

Provided, however, That the bond aforesaid required shall also be conditioned for the payment of all Custom House charges which may attach to such merchandise prior to its being released or destroyed (as the case may be) under the provisions of this Act.

Sec. 5.—That if, after an examination as provided in section four, the tea is found by the examiner to be equal in purity, quality, and fitness for consumption to the standards heretofore provided, and no re-examination shall be demanded by the Collector as provided in section 6, a permit shall be issued by the Collector, after which he shall be declared the tea free from the control of the Customs authorities; but if on examination said teas, or merchandise described as tea, is found, in the opinion of the examiner, to be inferior in purity, quality, and fitness for consumption to the said standards the importer or consignee shall be immediately notified, and the tea, or merchandise described as tea, shall not be released by the Custom House, unless on a re-examination called for by the importer or consignee, the finding of the examiner shall be found to be erroneous; *Provided,* That should a portion of the invoice be passed by the examiner, a permit shall be granted for that portion, and the remainder held for further examination, as provided in section 6.

Sec. 6.—That in case the collector, importer, or consignee shall protest against the finding of the examiner, the matter in dispute shall be referred for decision to a board of three United States general appraisers, to be designated by the Secretary of the Treasury, and if such board shall, after due examination, find the tea in question to be equal in purity, quality, and fitness for consumption to the proper standards, a permit shall be issued by the Collector for its release and delivery to the importer; but if upon such final re-examination by such board the tea shall be found to be inferior in purity, quality, and fitness for consumption to the said standards, the importer or consignee shall give a bond, with security satisfactory to the Collector, to export said tea, or merchandise described as tea, out of the limits of the United States within a period of six months after such re-examination; and if the same shall not have been exported within the time specified, the Collector, at the expiration of that time, shall cause the same to be destroyed.

Sec. 7.—That the examination herein provided for shall be made by a duly qualified examiner at a port where standard samples are established, and where the merchandise is entered at ports where there is no qualified examiner, the examination shall be made at that one of said ports which is nearest the port of entry, and that for this purpose samples of the merchandise, obtained in the manner aforesaid, shall be taken by the Collector or chief officer at the port of entry; that in all cases of examination or re-examination of teas, or merchandise described as tea, by examiners or boards of United States general appraisers under the provisions of this Act, the purity, quality, and fitness for consumption of the same shall be tested according to the usage and customs of the tea trade, including the testing of an infusion of the same in boiling water, and, if necessary, chemical analysis.

Sec. 8.—That in cases of re-examination of teas, or merchandise described as tea, by a board of United States general appraisers in pursuance of the provisions hereof, samples of the tea, or merchandise described as tea, in dispute, for transmission to such board for its decision, shall be put up and sealed by the examiner, in the presence of the importer or consignee, if he so desire, and transmitted to such board, together with a copy of the finding of the examiner, setting forth the cause of condemnation and the claim or ground of the protest of the importer relating to the same, such samples, and the papers therewith, to be distinguished by such mark that the same may be identified; that the decision of such board shall be in writing, signed by them, and transmitted, together with the record and samples, within three days after the rendition thereof, to the Collector, who shall forthwith furnish the examiner and the importer or consignee with a copy of said decision or finding. The board of United States general appraisers herein provided for shall be authorized to obtain the advice, when necessary, of persons skilled in the examination of teas, who shall receive for his services in any particular case a compensation not exceeding five dollars.

Sec. 9.—That no imported teas which have been rejected by a Customs examiner or by a board of United States general appraisers, and exported under the provisions of this Act, shall be re-imported into the United States under the penalty of forfeiture for a violation of this prohibition.

Sec. 10.—That the Secretary of the Treasury shall have the power to enforce the provisions of this Act by appropriate regulations.

Sec. 11.—That teas actually on shipboard for shipment to the United States at the time of the passage of this Act shall not be subject to the prohibition hereof, but the provisions of the Act shall apply to teas actually on board at the time of the passage of this Act, and approved March second, eighteen hundred and eighty-three, shall be applicable thereto.

Sec. 12.—That the Act entitled "An Act to prevent the importation of adulterated and spurious teas," approved March second, eighteen hundred and eighty-three, is hereby repealed, such repeal to take effect on the date on which this Act goes into effect.

Approved, March 2nd, 1897.

ONE THOUSAND LIAMAS LADEN WITH GOLD.

Who doesn't like to read about buried treasure? Who hasn't dreamed of finding it? What delight awaits the man who has found it? Shining gold, sparkling gems! Things for which we are all obliged to scheme or toil; that will free us from all need of toiling or toiling thereafter! Ah, let us not indulge in such fancies. They make work seem like slavery and wages like pinches of common dust. Yet that such hidden masses of wealth exist there is no doubt. But where are they?

About four centuries ago the Emperor of Peru was a captive in the hands of the Spaniards. His people were a tribe of 1,000 Indians (a small tribe of barbarians) who had been taken to Peru by the Spaniards. While on their way, crossing the Andes mountains, the men in charge of the expedition heard of the death of the Emperor, and concealed this enormous treasure so effectually that not a trace of it has ever been found. Go and dig it up, and you will never again feel the sting of poverty.

But stop the brakes down hard on the wheels of your imagination. What was money to Robinson Crusoe? What would the wealth of Peru have been to Mrs. Jane Stranks, during a certain period of eighteen months that he tells about? "Dut, my dear fellow, countless pinches of common dust. Here is the reason why—one more picture of the fearful fortune in which all earthly desires are melted into one prayer:—

"Oh, God, deliver me from pain!"

In June 1891," she says, "I had an attack of influenza followed by bronchitis, which left me weak and feeble. I had no appetite, and the little food I forced myself to take gave me pain and palpitation of the heart. I had a weary, sinking feeling at the pit of the stomach and was obliged to fight for my breath. I had a continuous hacking cough, and spat up quantities of thick phlegm. Later on I had gout all over me, as it were my hands, face, and legs being afflicted, and was in every day and night in a constant state of nervousness. I was so weak that I could not raise my hand to my mouth, and had to be fed."

"For months I lay perfectly helpless and almost motionless, having to be lifted in and out of bed. Your doctors attended me for nine months without effect. Then they told me they could do nothing for me, one of them giving me a letter of recommendation to you. At that time, 1891, my husband took me in a cab to that hospital. I was placed in the Milham Ward, and examined by several doctors."

"At this time a hard substance seemed to have formed in my stomach, which the doctors said was a tumour, and treated me for it. I got weaker and weaker, until one night the nurse told me that the doctors had said I was as bad as I could be, and would not probably live through the night."

"The nurse placed a screen around my bed, expecting me to die."

"Taking a slight turn for the better, I returned home, but was soon as bad as ever. After this I got letters of recommendation from our landlords, and attended by the mildest medical aid at Victoria Park Hospital. After being under treatment for a month, I lost all faith in medicine and gave up taking it. I was now little more than a living misery. I was tired of life, and often prayed that the Almighty would take me. I now had fits of shaking so bad that I could not tremble under me. My head was so full of pain that I thought I was going mad, and several times a day I lost consciousness."

"In this dreadful condition I lingered on until November of last year, 1892, when a book was left at our house telling of a medicine called Selge's Syrup. I had lost all hope of getting well, but my husband would have me try this medicine. To please him I took 30 drops, after taking it a few days, I felt a little relief. No sooner was my appetite revived. Continuing with the medicine all pain gradually left me, and I gained strength daily. In six weeks I was able to go about the house and do light work, the first time I had done anything in eighteen months. I am now in good health, and can do any kind of work. I owe my life to Selge's Syrup, and what my case to be called known."

(Signed) Jane Stranks, 22, Gaywood Road, Hoe Street, Walthamstow, near London, April 30, 1895.

No words of comment can be too strong for a case so remarkable. We stand before it at a loss what to say. It is not a miracle, of course; although many a reputed miracle has been less wonderful. How is it possible that Selge's Syrup could, with such apparent ease, have restored to health a person in so desperate a straits? Yet that it did restore her is certain. The facts have been thoroughly investigated and established beyond dispute. Mrs. Stranks was on the crumbling edge of the grave, and was rescued by the region of health, activity, and enjoyment.

How was it done? There is the simple secret. The human system is left in a state of collapse, and the system usually does. Indigestion, which is the first place tested infirmity, attacked her with increased power. Asthma, heart disturbance, nervous prostration, the inflamed and congested stomach, which was mistaken for a tumour, etc., etc.,—all results and symptoms of a diseased digestion—followed. The private and also the hospital treatment failed, because it was directed to the symptoms, not to the cause. Finally, Mother Selge's Curative Syrup was applied to, and responded by setting the digestive function in operation, expelling the poison from the blood, and placing Mrs. Stranks at the head of her house, a saved woman. But it was a marvel all the same.

As to that pile of treasure hidden in the Andes. We should like to have it. Oh, yes. No one saying we should! But as between Selge's Syrup and Selge's treasure, we would choose Selge's Syrup. For what would gold have been to give us health? For what would the key, behind the door, given us by Selge's Syrup, have been to us?

NOT A N D A.

CALENDAR.

MAY.

Metereological observations on the years' observations to 1895.
Barometer 29.87
Thermometer 76.3
Humidity 75
Rainfall 15.00

TO-DAY.

WEATHER REPORT.
On date at On date at
4 p.m. 4 p.m.
Barometer 29.80 29.70
Thermometer 75 74
Humidity 75 74
Rainfall 0.31

TO-MORROW.

Friday, 21st May, 1897.

Chinese—20th of 4th moon of 25th year of Kwong-shi.

(Fête of the goddess of the blind.)

Jewish—19th Ylar, 5657.

Mohammedan—19th Dulhagga, 1314.

Sun—Rises 5hr. 19min.

Sets 5hr. 33min.

High water—Morning 5hr. 10min.

and 11hr. 14min.

Low water—Morning 5hr. 13min.

Afternoon 7hr. 33min.

ANNIVERSARIES.

1839—Delivery of 20,214 chests of opium to the Canton authorities completed.

1871—Great typhoon at Taiwan, Formosa.

1878—First parade of the Hongkong Volunteer Artillery Corps.

1887—The French mail steamer *Monsieur* lost near the Sables from some accident to her machinery.

1891—Imperial Edict respecting anti-Christian literature.

TO-MORROW.

Saturday, 22nd May, 1897.

Chinese—21st of 4th moon of 25th year of Kwong-shi.

Jewish—20th Ylar, 5657.

Mohammedan—20th Dulhagga, 1314.

Sun—Rises 5hr. 19min.

Sets 5hr. 33min.

High water—Morning 5hr. 20min.

Afternoon 5hr. 33min.

Low water—Morning 5hr. 33min.

Afternoon 5hr. 33min.

ANNIVERSARIES.

1841—Foreign factories at Canton pillaged.

1883—Treaty between United States and Korea signed at Chemulpo.

1893—Typhoon in Mexico causing great loss of life.

1895—A private of the Rifle Brigade developed plague.

MEMORANDA.

TO-MORROW, 22nd May.

French mail steamer.

Noon—Meeting of shareholders in A. S. Watson & Co.

4 p.m.—The F. M. S. S. Co.'s chartered steamer *Cluade* will proceed to San Francisco, via Mexico.

SHIPPING AND MAIL NEWS.

MAILS DUE:

French (*Calcutta*) to-morrow.

Indian (*Kutaw*) 25th inst.

English (*Rosalia*) 25th inst.

American (*City of Peking*) 25th inst.

Chinese (*Prosser*) 3rd inst.

Canadian (*Empress of China*) 4th inst.

American (*Doris*) 9th inst.

THE N. P. S. S. Co.'s steamer *Pallas* left Tacoma for Japan on the 16th inst.

The silk steamer *Pallas* arrived at New York on the 15th, and ex steamer *Olympia* on the 16th inst.

The Imperial German Mail liner *Prinz Heinrich* left Shanghai at 2 p.m. yesterday, and may be expected here on or about Sunday the 23rd inst.

The P. & O. S. N. Co.'s steamer *Formosa* left Singapore for this port on the 20th inst. at 5 p.m.

SHIPPING RETURNS.

From 6 a.m. yesterday to 6 p.m. to-day.

ARRIVALS.

Intimations.

"ESSETS"

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DISINFECTING SOAP AND TOILET PREPARATIONS.

One gallon of "Essets" Fluid is sufficient to make 1,000 gallons of Disinfectant.

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The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggage and affording information. Passengers are met at the Railway Station.

VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

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L. DEWETTE, Manager, TOKYO.

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TEETHING BABIES

need lime for the teeth. All children need lime for a healthy formation of the growing bones. Curvature of the spine, bow legs, and soft bones do not have enough lime. When children are thin they need material for making flesh.

'Scott's Emulsion'

contains lime, and also the very essence of rich blood and healthy flesh. It has a remarkable effect on babies and children, insuring a healthy growth. The problem is simple. Scott's Emulsion contains the actual elements of food in an easy form for digestion and assimilation. Try it.

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With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China,

SCHEELE & Co.

Hongkong, 15th May, 1896.

SAIGON.

THE Undersigned, having just had built a STEAM WATER BOAT of the latest pattern, capable of Supplying 40 tons per hour, are now prepared to furnish Ships with Filtered Town Water quickly and at Lowest Rates.

A. MERCIER & Co.

Call Flag—W, at Peak.

TO SHIP'S STERS.

ENQUIRE where your FRESH WATER is obtained by the Water Boats; as FOUL WATER is the cause of much sickness on board Ship.

We are the only Water-Boat Company in Hongkong, exclusively Supplying FILTERED WATER.

Call Flag—W, at Peak.

J. W. KEW & Co.

STEAM WATER-BOAT CO.

18, Praya Central.

Hongkong, 7th October, 1895.

SIEN TING,

SURGEON DENTIST,

No. 10, PAGULAN STREET.

TERMS VERY MODERATE.

Consultation free.

Hongkong, 27th September, 1895.

Shipping.

STEAMERS.

NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIA LINE.

MONTHLY SERVICE.

(Under Mail Contract.)

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"TOKIO MARU"

Captain E. S. Barrett, will be despatched for the above Ports on MONDAY, the 24th instant, at 4 P.M.

This Steamer is fitted with Superior Accommodation for First-class and Second-class Passengers.

A duly qualified Doctor and a European Stewardess carried.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.

Hongkong, 15th May, 1897.

Shipping.

STEAMERS.

OCEAN STEAMSHIP COMPANY.

FOR HAVRE, HAMBURG AND LONDON,

VIA SUEZ CANAL.

THE Company's Steamship

"ANTENOR."

Captain Jackson, will be despatched as above on or about THURSDAY, the 27th instant.

For Freight, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 3rd May, 1897.

"RICKMERS" REGULAR LINE OF

STEAMERS.

FOR BREMEN AND HAMBURG.

THE Company's Steamship

"ELISABETH RICKMERS."

Captain Rebbelmann, will be despatched as above on FRIDAY, the 28th instant.

For Freight, apply to

ARNHOLD, KARBERG & Co.,

Agents.

Hongkong, 14th May, 1897.

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.

The Steamship "MOGUL" is withdrawn, and her place taken by

THE Steamship

"SIEN TING."

Captain Rowley, will be despatched for the above Port on or about the 28th instant.

For Freight or Passage, apply to

DODWELL, CARLILL & Co.,

Agents.

Hongkong, 11th May, 1897.

NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.

MONTHLY SERVICE.

FOR LONDON AND ANTWERP,

VIA SINGAPORE, COLOMBO, PORT SAID,

AND MARSEILLES.

THE Company's Steamship

"KANAGAWA MARU."

Captain J. MacKenzie, will be despatched as above on WEDNESDAY, the 9th June, at 4 P.M.

This Steamer is fitted with Superior Accommodation for First-class and Second-class Passengers and is lighted by Electricity throughout.

A duly qualified Doctor is carried.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.

Hongkong, 15th May, 1897.

Shipping.

STEAMERS.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

THE P. M. S. S. Co.'s Chartered Steamship

"CLUDEN" will be despatched for SAN FRANCISCO, via MOJI, TO-MORROW, the 22nd instant, at Daylight.

For Freight, apply to

J. S. VAN BUREN,

Agent.

Hongkong, 21st May, 1897.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHINGTU" will be despatched TO-MORROW, the 22nd instant, at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engine. A Refrigerating Chamber secures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

Return Tickets for this Company to and from AUSTRALIA are available for sale by Steamers of the EASTERN and AUSTRALIAN S. S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 17th May, 1897.

FOR SHANGHAI.

THE Steamship

"LONGMOON" will be despatched for the above Port on MONDAY, the 24th instant, at 4 P.M.

For Freight or Passage, apply to SIEMSEN & Co., Agents.

Hongkong, 20th May, 1897.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA STRAITS AND USUAL PORTS OF CALL.

(Taking Cargo at through rates for GLASGOW, LIVERPOOL, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"KINTUCK" will be despatched for the above Port on MONDAY, the 24th instant.

For Freight, apply to HOLLIDAY, WISE & Co., Agents.

Hongkong, 20th May, 1897.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING" will be despatched for the above Ports on WEDNESDAY, the 26th instant, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, 19th May, 1897.

FOR NEW-YORK, VIA SUEZ CANAL.

THE Steamship

"ALADDIN" will be despatched for the above Port on or about the 29th instant, instead of as previously advertised.

For Freight or Passage, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 20th May, 1897.

"SHELL" LINE OF STEAMERS.

FOR MARSEILLES.

THE Company's Steamship

"TURBO" will be despatched as above on WEDNESDAY, the 2nd June.

For Freight, apply to ARNHOLD, KARBERG & Co., Agents.

Hongkong, 20th May, 1897.

NIPPON YUSEN KAISHA.

HONGKONG-VLADIVOSTOK LINE.

MONTHLY SERVICE.

FOR VLADIVOSTOK,

VIA SHANGHAI, CHEFOO, CHEILUPPO,

NAGASAKI, FUSAN AND GENAN.

RETURNING:

VIA GENSAN, FUSAN, KORE,

SHIMODZU, NAGASAKI, KEELUNG,

KOCHOV, AND AMOI.

THE Company's Steamship

"NAGATO MARU" will be despatched as above on FRIDAY, the 28th instant.

This Steamer is specially fitted with Superior Passenger Accommodation ensuring every comfort to Passengers, and a good opportunity is afforded to Passengers of enjoying a scenic trip to the North.

Passengers are allowed to break their journey at any point en route, and connections may be made at Korean or Japan ports with the other Lines of the Company. Return Tickets issued.

For Freight or Passage, apply to NIPPON YUSEN KAISHA, Agents.

Hongkong, 13th May, 1897.

SAILING VESSEL.

FOR SAN FRANCISCO.

THE "100 A. J. British Ship" will be despatched for the above Port on or about the 29th instant.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 13th May, 1897.

FOR NEW-YORK.

THE "100 A. J. British Ship" will be despatched for the above Port on or about the 29th instant.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 13th May, 1897.

"CLAN MACDONALD."

Captain MacKenzie, will be despatched for the above Port on or about the 29th instant.

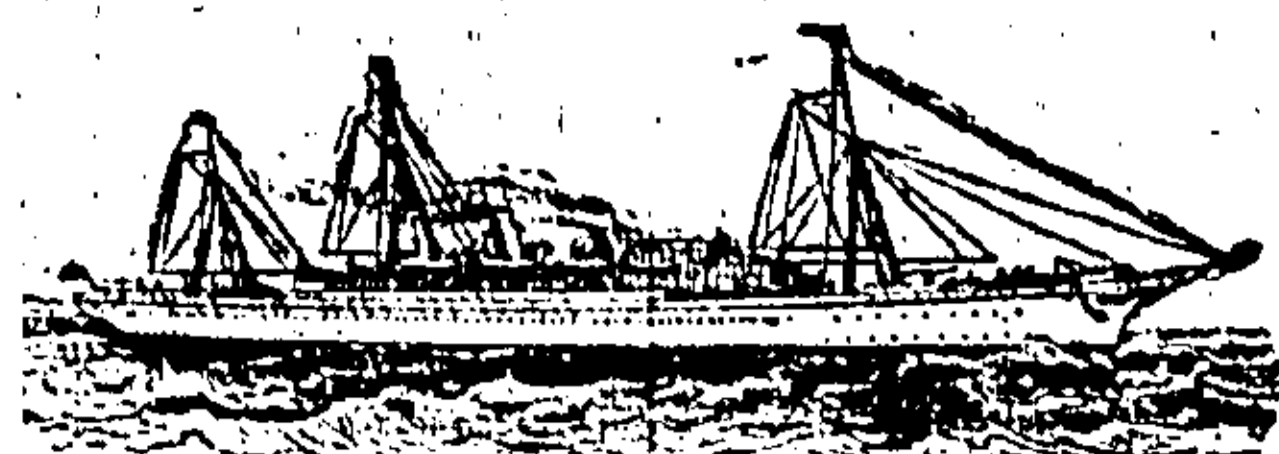
For Freight or Passage, apply to NIPPON YUSEN KAISHA, Agents.

Hongkong, 15th May, 1897.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE

1897.



1897.

SAFETY.

SPEED.

PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 9th June.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 30th June.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 21st July.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 13 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Government.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits. Good for 9 months, £100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

Hongkong, 19th May, 1897.

D. E. BROWN, General Agent,

Paddis Street.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,

CENTRAL AND SOUTH AMERICA, AND EUROPE,

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Galle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Tuesday, 29th May, at Daylight.

Doris (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama) ... Thursday, 17th June, at Noon.

Belle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Tuesday, 6th July, at Noon.

THE Company's Steamship

"GALLIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 29th May, 1897, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

CITIES in the United States, however, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 23rd April, 1897.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG. SOAP MANUFACTURERS.

SOLE AGENTS FOR HARMANN'S BARTHELEMY'S GENUINE COMPOSITION RED HAND BRAND, HARMANN'S GREY PAINT, DAINIK'S PATENT MOTOR LAUNCHES, &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES.

Hongkong, 16th May, 1897.

Mails.

NORDDEUTSCHER LLOYD. NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE EVANT.

BLACK SEA AND BALTIC PORTS: ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

Prins Heinrich ... Tuesday ... 25th May.

Prins Heinrich ... Tuesday ... 22nd June.

Prins Heinrich ... Tuesday ... 20th July.